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[a1545]

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Hongkong, 5th April, 1904. [a942]

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[a607-1977]

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[a1891-3]

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Hongkong, 10th June 1903. [a318]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telephone Address: PRESS. Codes: A.B.C. 5th Ed. Lister's P.O. Box, 33. Telephone No. 12.

BIRTH.
On the 7th April, at Gimel, Switzerland, the wife of FRANK R. WALKER, Chinese Customs Service, of a son.

The Daily Press.
HONGKONG OFFICE: 14, DES VUE ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16TH APRIL, 1904

THE new Postal Department established by Sir ROBERT HART under the supervision of the Chinese Imperial Maritime Customs has so far been a great success, and although it has not yet been regarded by the Treaty Powers as sufficiently to be trusted to justify the abolition of the foreign post offices in the Treaty Ports it is extensively used by foreign residents in all the Treaty Ports. At present, of course, its field is limited even in China, and until that Empire has an organised internal postal service it cannot obtain admission to the Universal Postal Union. But the service as organised by the Imperial Maritime Customs is undoubtedly both reliable and effective so far as it goes, and if it could be extended through the interior, after the manner of the Japanese Postal Service, there would be little cause for complaint. It is interesting to learn that some hope of such an extension is now opening up. According to a despatch from Peking, the Boards of Revenue, War, and Commerce are drawing up a joint memorial to the Throne, recommending the abolition of the old Courier Post Department and the handing over of the transmission of all Government and official despatches through the Empire to the Chinese Imperial Post established by Sir ROBERT HART. The memorialists propose that the funds hitherto paid out of the Treasury for the support of the old Courier Post should be handed over to the Inspector-General for the extension of the new Postal Department in order to meet the requirements of the case. This Courier Post has, it seems, been in operation in China for nearly two thousand years, and

it is undoubtedly a great step for the Imperial Government even to consider the handing over of the entire official and private mails to the Chinese Imperial Post, to the exclusion of all other modes of transmission, and looks well for the trust reposed by the Imperial Government in the administration of Sir ROBERT HART. That trust is, of course, about as complete as it well could be, and very amply deserved it is. The Chinese Government have learned to depend most implicitly upon the unfailing revenues secured from the Imperial Maritime Customs, and they are perfectly well assured that any other service the Inspector-General may organise and have under his complete control may be depended upon not only to work efficiently but also to yield, in due course, a handsome return.

Whilst, however, the Government of China is entirely satisfied with the working of the Postal Service established by Sir ROBERT HART, and will probably sanction its ultimate extension through the various provinces, thereby gradually superseding the native service, and while the foreign residents in the Treaty Ports make liberal use of the facilities afforded by this service, it by no means follows that the Treaty Powers will be content to accept it. They may urge that, however successfully the service may now be conducted, they have not a sufficient guarantee that it will be maintained. Sir ROBERT HART is not immortal, nor is it absolutely certain that the Customs will always continue under foreign management. The Chinese officials are not for one moment to be compared to the Japanese; they possess neither the administrative ability, the grasp of detail, the honesty, nor the tenacity of purpose shown by the Japanese, qualities which have, in so short a period, placed Japan in the list of civilised and powerful nations. If once the European supervision were withdrawn from the Chinese Imperial Maritime Customs Service there can be no doubt in the minds of those cognisant of Chinese ways and idiosyncrasies, that there would follow a rapid reversion to the old system of corruption, sloth, and prostration. Trade would soon suffer, the revenue fall off, and smuggling become rife. The same with the Postal Administration. It can be relied upon while worked under Sir ROBERT HART and his able and energetic assistants. But what would happen if the administration were placed in the hands of even foreign-taught mandarins? Would it be maintained in efficiency? We greatly fear it would not. Moreover, some of the Powers are very loath to surrender any of the extra-territorial rights acquired in China. They maintain, and with a very good show of reason, that China is so incapable of effective self-government that they cannot part with any of the privileges they possess or in any way delegate to her the powers they now hold. They cannot submit their subjects to Chinese law, they cannot place the concessions on which they reside under Chinese administration, nor can they entrust their correspondence to the tender care of Chinese mandarins and letter-carriers. The events that marked with so black a stain the close of the last century at Peking would alone have sufficed to create doubt and distrust, if indeed those feelings had not existed for the previous half century. It is therefore unlikely that China will pass out of tutelage for many a long year to come. The Chinese officials show little sign of real improvement, nor is it likely that even the stimulus of Japanese example will have any appreciable effect on the upathy and corruption which hold the Chinese Government in bondage.

Five years ago to-day the British flag was hoisted at Tai-poh, in the New Territory, Kowloon.

A great anti-Chinese Labour demonstration was held in Hyde Park, London, on the 26th ult.

To-morrow is the ninth anniversary of the signature of the treaty of Shimonoseki between Japan and China. The upsetting of that treaty, in favour mainly of Russia, led more than anything else to the present war.

A dead Chinese plague-victim was reported in a match at West Point yesterday. A recent enquiry at Canton elicited the reply that there is no plague there this year, but we learn that among the few cases reported here several of the victims have reached the Colony from Canton less than a month before their death.

The Hon. Sec. of the Civil Service C.C. informs us that the cricket season of that club is now finished, but the quoits and tennis season commences to-day, and there are several interesting ties to be played off in the Quoit Championship of the club, commencing at 2.30 p.m. Members are also requested to put in as much practice as possible at tennis in view of the forthcoming Tennis Tournament of the Club.

At the Hague a Convention has been signed with France relating to the laying of a cable between Saigon and Pontianak, in the Dutch East Indies.

A writer in a Manila paper informs his readers that Ponang is one of the five Federated Malay States, the remaining four being Singapore, Malacca, Dindings, and Province Wellesley.

"The centre whence emanates all the false news about the Far East," says a Moulken official telegram, "is Shanghai." The Straits Times remarks that the Shanghai "Bandit," or fictional news despatch, is justly more celebrated even than the Chefoo oyster. Both of them are insurpassable in their way between Suez and Hakodate.

The Singapore Free Press of the 7th inst. says: "The homeward-bound *Proussa*, which left here on Monday, has on board almost enough Civil Servants to make a Government. From Hongkong there was the Director of Public Works, the Secretary to the Sanitary Board, a Forester, and a Sanitary Surveyor. From Singapore went Mr. C. W. Sneyd Kynnersley, Acting Colonial Secretary, and Mrs. Kynnersley, while Mr. C. Stringer, who joined the vessel at Ponang, might well represent the unofficial element of the Council."

An *Allahabad Pioneer* special telegram, dated London, 26th March, gives the following account of the Oxford and Cambridge Boatrace: "Despite the early hour, 8 a.m., and the cheerless weather, the riverbank was thick with people to witness the University boatrace. Cambridge won the Surrey station, but there was little smooth water. Oxford immediately led, rowing powerfully, while Cambridge were going easily. At a mile the Oxonians were a length ahead and shortly afterwards were clear. Then the Light Blues quickening began overhauling their rivals and only a quarter of a length separated them at Hammersmith Bridge. A few moments later Cambridge had the lead. Hitherto the struggle had been of the gamest description, but the effect of Oxford's early effort was now obvious in their ragged rowing. Cambridge maintaining splendid form increased their advantage to three lengths at Barnes Bridge, and eventually won by 4 lengths. Time, 21 minutes 34 seconds. The result was a triumph of form and style over weight and strength."

The following amusing criticism is from the *Manila Sunday Sun*:—"In the *Manila Times* of Monday there appeared what purported to be a cablegram from Paris, as follows:—"The Police have closed the notorious Lourdes Grotto (sic). Several attempts have been made before to close this hall, which has an international reputation for the vicious character of the scenes presented on its stage, but until to-day none of these attempts have been successful." This article was featured on the front page under the heading, "Bad Lourdes. Notorious Perisian Grotto is finally closed by Authorities." It is to laugh! It is, moreover, to indulge in hysteric, exclamation! Fancy the Shrine of Lourdes a "Notorious Perisian Grotto!" And with an international reputation for the vicious character of the scenes presented on its stage! Shades of the Shepherdess Bernadotte! Reminiscences of Emile Zola! And, by the way, what is a "Perisian Grotto" anyway? A fair score for the *Sunday Sun*, it must be allowed.

Commenting on the British Mission to Tibet, the Russian journal *Izvestia* declares that the attitude of the British Press towards Russia is becoming less hostile. In the course of the debate on the Tibet Mission in the House of Lords, the journal thinks, the Government showed its point of view up to a certain limit. The Tibet Mission, as was made clear by Lord Rosebery's questions, is causing the nation a certain amount of uneasiness; but it is evident that the armaments in South-Western Asia cause much greater though silent anxiety. There are very few partisans of a war against Russia in Great Britain, for in spite of all the sacrifices she has made to safeguard India from an incursion on the northern frontier, Great Britain cannot be certain of a successful issue to a war with Russia, especially as the Mahomedan tribes of Northern Hindustan submit impatiently to the British yoke. Thus if the British people applaud with true patriotism the diplomatic successes and peaceful victories won by their Government, they are none the less the declared enemy of everything that might bring about a difficult if not a fatal war.

It will be recalled by many that the late Admiral Makaroff's name was very prominently before the world eight or ten years ago as the inventor of a method of minimising the effects of collisions at sea. On the 22nd of January, 1896, the Admiral explained his scheme before the members of the Hongkong Chamber of Commerce. Mr. A. McConchie, who presided on the occasion, mentioned, in introducing Admiral Makaroff, that His Excellency had occupied himself in the study of similar schemes since he was a young Lieutenant, and in the Seventies one of his inventions—"a collision-mat"—was exhibited at an exhibition in Vienna, and received such general attention and approval as to lead to its adoption by most European navies. His suggestions for the improvement of bulkheads also favourably impressed naval constructors, and the distinction his ideas on these subjects gained for him was recognised by his own Government and rapid promotion followed. The Admiral's lecture in Hongkong in which he suggested a "false nose" for ships, and a law to compel its general adoption, attracted a deal of attention in shipping circles throughout the world, but the scheme had its defects and still remains in the realm of suggestions.

It is alleged that some of the Chinese boarding-house keepers in Singapore are notorious crimps. They are said to batten on the proceeds of their nefarious practices, selling their ignorant compatriots into what is nothing less than slavery. They are protected from the vengeance of their victims by the widespread network of gangs at work, who can effectually silence all remonstrances.

The vegetable garden on the Caroline Road leading from Happy Valley to the Praya (of the condition of which as a breeding-place for mosquitoes a correspondent wrote to us some time ago) has now been vastly improved. In place of the broad pool of green-covered stagnant water that previously existed there is now a firm garden-plot with vegetables growing on it. The gardener cannot have suffered, for he has now more planting-area and quite a sufficiency in the way of water-supply.

The *Bangkok Times* writes:—"The fall of close on two inches of rain in three days at the beginning of April is something very unusual in Bangkok. But rain and thunderstorms seem to have been general over a large part of the country. It is reported that seven telegraph-posts were destroyed by lightning on the railway line, near Lakki, on Friday afternoon. The most surprising thing about the year, however, is the absence of the usual cholera epidemic. The water in the river was a little brackish for a very few days about the beginning of February, but since then it appears to have been quite drinkable."

The 1st Battalion of Welsh Fusiliers, stationed at Pretoria, recently received orders to proceed to India, and the men entrained at Pretoria for that purpose. Many of the men objected to the order, on the ground that the battalion had been on service in South Africa since the start of the war, and was entitled to be ordered home. At Howick, a small village in Natal, about 15 miles from Pietermaritzburg, a drunken disturbance occurred, which assumed such proportions that troops with machine-guns were required to overawe the participants. It may be remarked that this battalion has had much foreign service of recent years. It was in the Crimea in 1854 to the end of the war; in India during the Mutiny; in England from 1889 to 1890, when it went to India; removed to Burma in 1895, and took part in the campaign of that and the following year; went to India in 1897 (taking part in the Hazara Expedition of 1891), and was transferred to Aden in 1896. Then came a brief spell in England, from 1897 to the breaking-out of the Boer war, since when it has been in South Africa.

THE QUEEN'S ROAD FIRE.

It is estimated that the Queen's Road fire caused damage to the extent of \$10,000 or so. House No. 288, where the fire broke out, was insured in the Commercial Union for \$8,000, and in the Tung On Fire Insurance Company for \$2,000. No. 290 was insured with Messrs. Lemaire & Co. for \$5,000, and 286 was also to some degree covered. In our account of yesterday we gave the locality of the fire, by accident, as Queen's Road East instead of Queen's Road West.

NAVAL NOTES.

The U.S.S. *Rainbow*, Commander J. B. Collins, has arrived from Cavite, having left that port on the 12th inst. She experienced fine weather crossing. The U.S.S. *Callao* arrived from Canton yesterday. H.M.S. *Sirius* left port yesterday. H.M.S. *Ocean* and other British warships are expected back from Mirs Bay, and for this reason, probably, U.S. warships have had to go to outside berths. Capt. Greet is taking over command of the *Ocean* vice Rear-Admiral Foote.

POLO.

The first ties for the "May" Polo Cup will be played on Wednesday next, commencing at 4.45, when the 33rd Durmas will play the Civilians. The Club team drew a bye.

The teams are on Wednesday—
33rd Durmas—Capt. Simpson, Capt. Carleton, Major Stevens, and Major Strickland.
Civilians—Mr. T. T. Gudge, H.E. Mr. May, Mr. Cruickshank, and Mr. Hastings.

By kind permission of Major Radcliff, the Band of the 33rd Burma Infantry will play at the Hongkong Hotel from 8 to 9.30 p.m. to-night:

Marchion Athledy
Overture Der Knigs Leutnant Emil Tilt
Selection The Lady Slavery Crook
Song "The Sir you Sang to Me" Molloy
Selection The Shop Girl Ivan Caryll
Waltz Premier Printemps Margis
Tarentella The Original Napolitains Jullien
"God Save the King."

MENU.
Hors d'Œuvres
Sardines on Anchovy Toast.
SOUP.
Potage Princessa.
FISH.
Baked Salmon a la Regence.
ENTREES.
Lamb Cutlets a la Catalani
Lobster a la Americaine
Cucumber Farce.
CURET.
Sicabob.
JOINTS.
Roast Sirloin of Beef and Horseradish
Roast Capon and Celery Sauce
Boiled York Ham and Champagne Sauce.

Spiced Beef and Plain Salad.
SWEETS.
Fudding a la Diplomate
Glace a la Nesselrode
Tipped Cake Peach Tart.
DESSERT.
Coffee Fruits.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS]

THE WAR

FURTHER DAMAGE TO RUSSIAN SHIPS.

LONDON, 14th Ap., 5.30 p.m.

The Russian official report of the naval battle off Port Arthur states that the *Bestrachni* was sunk whilst fighting, only five of the crew being saved.

The *Pobieda* struck a mine amidst ships, but made safely for the harbour.

[The above telegram was published as an Extra yesterday morning. The *Bestrachni* is probably the torpedo-boat destroyer mentioned in the Japanese Government's despatch published in the *Daily Press* yesterday. She was built at Elbing in 1899. Her dimensions are: Length 196 feet; beam, 18.5 ft.; draught, 11.5. Her displacement was 350 tons, and indicated horse-power 6,000. Her maximum trial speed is given as 27 knots. The *Pobieda*, which is Russian for "Victory," is one of the largest ships Russia has in the Far East, her displacement being 12,674 tons. She was launched in 1900.—Ed. D.P.]

ADMIRAL MAKAROFF'S SUCCESSOR.

LONDON, 15th Ap., 11.30 a.m.

It is semi-officially reported at St. Petersburg that Admiral Skrydoff is to succeed the late Admiral Makaroff.

THE BOMBARDMENT.

LONDON, 15th Ap., 11.30 a.m.

The bombardment of Port Arthur continued all day on Thursday.

SEOUL PALACE DESTROYED.

KORE, 15th Ap., 11.30 a.m.

The Royal Palace at Seoul was destroyed by fire on Thursday. It is not known whether this was the work of incendiaries or not.

THE TIBETAN MISSION.

LONDON, 14th Ap., 11.20 a.m.

The Tibet Mission has arrived at Gyantse opposed (? unopposed). Four delegates are now approaching to meet it.

[The above telegram was published in our issue of yesterday, but appeared in a mutilated form. It seems probable that it should read as now given, with the substitution of "unopposed" for "opposed," as Renter's telegram below indicates.—Ed. D.P.]

THE DAMAGED BRITISH SHIP.

LONDON, 14th Ap., 5.30 p.m.

It was H.M.S. *Teazer*, not H.M.S. *Fervent*, which went ashore at Portsmouth. She has now been successfully towed off, and has not become a wreck, as at first anticipated.

[H.M.S. *Teazer* is a torpedo-boat destroyer of 270 tons and 4,500 i.h.p., launched at East Cowes in 1895. She is a 27-knot boat and carries one 12-pr. and five 6-pr. guns, with two torpedo-tubes. H.M.S. *Fervent* is practically the same kind of vessel, but was built at Paisley.—Ed. D.P.]

REUTER'S SERVICE.

GERMANY AND THE ANGLO-FRENCH AGREEMENT.

LONDON, 13th April

Speaking in the Reichstag, Count von Bulow said that Germany had nothing to complain of in reference to the Anglo-French agreement, if only because strained relations between Great Britain and France would imperil the peace of the world.

THE TIBET EXPEDITION.

LONDON, 13th April.

The Tibet expedition has reached its destination, Gyantse, without the loss of a man.

THE WAR.—RUSSIA'S DISASTER AT PORT ARTHUR.

LONDON, 13th April.

News from St. Petersburg says that the Japanese fleet having appeared off Port Arthur the Russian fleet put to sea and pursued a portion of the enemy's forces, which later being reinforced bringing their total to 29 ships, the Russian fleet returned to harbour. On the way back the *Petropavlovsk* struck a mine, which exploded and capsized the battleship. The captain, five officers, and 32 men, all wounded, were saved. Admiral Makaroff and the whole of his staff were drowned. The Grand Duke Cyril was saved in a wounded condition; his brother, the Grand Duke Boris, watched the catastrophe from another ship.

WAR NOTES.

MISCELLANEOUS.

The Russian settlements at Yonampoh have been plundered and burnt by Koreans, presumably.

An *Englishman* cable, dated London, 15th March, says:—"A band of Russians have been captured crossing the frontier to evade military obligations. Three women were shot and thirty men taken prisoners. Lieut-General V. S. Volkoff is Admiral Alexieff's chief assistant and right hand in the execution of his plans. He first attracted attention during the Chinese campaign of 1900, when he was commander of the 4th "Iron" Light Brigade. Since then his services have been exclusively devoted to the Far East."

Writing a little over a month ago, Admiral E. B. Fremantle said:—"In Admiral Makaroff the Russians have a scientific and able man, and an optimistic Russian forecast stated that he would find five battleships, and I think seven cruisers, ready for service on his arrival at Port Arthur, with which he might make an attack in force on the Japanese fleet, but we hear nothing of the movements of Russian ships, except that they have ascertained that none of the Japanese ships are near the port. I am really surprised at the lack of initiative shown by the Russians."

MR. SIXTO LOPEZ IN HONGKONG.

While Manila newspapers rave about the dangers of the Hongkong Junta and the risk of allowing the Filipino patriots to go back to Manila, it is rather interesting to read some contrary views in representative American papers. There is no newspaper more representatively American than the *Springfield Daily Republican* (though it does not come from one of the leading cities of the United States)—in fact, it is recognised generally by Americans as a free, outspoken organ. In recent issues of the paper appear some notable articles about the present situation in relation to the United States Government's refusal of entrance to the Philippines of some of the men who are presently exiled in Hongkong, and who have property in the islands which they naturally want to reap the profits of, and more than that, families whom they long to find themselves amongst. It is interesting to note that the *Republican* has written more than once of the wrong inflicted upon certain Filipinos by their expulsion and compulsory absence from the archipelago simply because of a technical point of law involved in the taking of the oath of allegiance. Mr. Sixto Lopez will be well remembered in Hongkong in many circles. He is a cultured Filipino gentleman, whose family suffered severely by the occupation by the Americans of the Philippines, he himself having had to flee to Hongkong to escape the fate of a patriot who chooses to uphold his country's cause. His secretary, Mr. Thos. T. Patterson, will also doubtless be remembered by not a few in Hongkong. During his stay here some two years ago he made himself extremely popular, and on his return from an ineffectual attempt to land in the Philippines—ineffectual because he would not take the oath of allegiance, being a British subject—his welcome by his friends here was a thing to be remembered. In February his daughter was christened at St. Paul's Cathedral, London, by Rev. Canon Childs-Clarke, Sir Horace Tizer acting as godfather. After the ceremony the Filipino colony in London, in recognition of Mr. Patterson's services to their country, presented Miss Patterson with a christening gift in the form of a handsome gold necklace with diamond and ruby pendant.

Correspondence in the journal above referred to shows that an American living in the west offered Governor Wright a \$100,000 bond guaranteeing Mr. Sixto Lopez's pacific disposition while residing in his own home. The offer was not accepted, on the ground that Mr. Lopez would not take the oath of allegiance. Since then he has made two attempts to land in Manila, on each occasion without success. In conclusion one could not do better than quote again from a correspondent of the *Republican*:—"Sixto Lopez was over here working for Filipino independence, and the best way to punish the traitor was to punish his family and servants, 'until he came into the reservation and became a good Indian.' That a low, ignorant, cruel, revengeful human savage should use such methods to gratify spite is not strange; but that a great nation, posing as the most civilised and enlightened, ever ready to criticise others for cruelty, should adopt such a policy to subjugate a brave people fighting for self-government is—well, I won't say any more, for unfortunately, I belong to that nation. If the story of the Lopez family is the only history of the war we are over to have, it ought to be widely circulated."

POPULAR FEELING IN RUSSIA.

[FROM A ST. PETERSBURG CORRESPONDENT.] I have just made a trip through a considerable part of European Russia and Southern Finland, and while so doing I took the opportunity of studying the effect of the war upon the masses in Russia. Everywhere I was assured that the possibility of war was not even dreamt of as late as the 6th February, either by the masses and the "popes" by the *liberals* and the merchants. One finds an easy excuse for this want of foresight in the prevailing system of secrecy and official tutelage, which by this recent fiasco stands condemned for ever. Intelligent people charge the Russian Government with having been as completely outdone by the Japanese as the stupid *narod* by the mountebank in the Russian tale. It is declared an overwhelming shame that despite the "experienced" Minister at the Court of Tokyo, who served there twenty years ago, and despite his staff of interpreters and military and naval attaches, the dangerous degree of Japan's readiness for action was entirely overlooked. This error of judgment is taken as evidence for the complete incompetency of the Russian higher officialdom.

The masses in all the "Governments" I visited showed signs of being stirred up from their old resigned brooding; that flash of lightning from the cloudless sky stirred them like a miracle. Moreover, the recent extraordinary measures by the police and the Government invite them to think it over. There are patriotic meetings, calls for voluntary war contributions, leave-taking with the companies of soldiers singled out for Siberian Regiments. As for the police control these arrangements, everything passes off in perfect order. But he who goes among the crowds and compares his impressions with those of former years of general excitement, cannot fail to be struck by the remarkable change of tone. The loyal manifestations are often performed with an obvious consciousness of irony; the lead being taken by notorious nihilists or semi-nihilists, or more often still, by people known for their reforming ideas. Even more than the craft-guilds of artisans or the guild merchants, the masses of the *monks* and *rabotniki* (peasants and labourers), the pedlars and coachmen appreciate the value of every participation in political manifestations. They are now imbued with the desire of putting in their vote when not only demands for the State but proposals for the betterment of their state are at issue. The ordered displays of feeling have prepared them for showing their own craving for a form of existence more worthy of human beings. This side-issue of the patriotic arrangements is by many officials declared to be of great political importance, and even of considerable danger to the existing order of things. These nihilist "patriots" who shout loudest when the cheers are given for the Tsar and for the War know how to make capital for their own propaganda. They demonstrate that now the Tsar wishes to hear the voice of his people directly, i.e. without official intermediation. The most remarkable point is the disappearance of the former distrust of the academic class by the masses of the people. Formerly nothing was easier than to inflame the mob to use their fists freely on the riotous university students. Now the bystanders listen attentively when an uniformed lad, who is not even allowed to wear the national cockade on his regulation cap, cunningly tells them how many verses it is to Port Arthur, explaining that beyond Holy Russia the whole of the treeless and severely cold Siberian steppe is to be traversed, until one comes to the vast country of Manchuria belonging to the Chinese, and that at the further end of it the Japanese are met, who received Port Arthur by right of conquest ten years ago, but were compelled to cede it to the Tsar. Many a peasant is quite awe-stricken when he hears that his son who has been enlisted to the Siberian Army, is to travel thousands of versts, first by the Manchurian and then by the Eastern Chinese Railways, ere he comes to the country of Corea, whence the Japanese are to be displaced at the point of the bayonet.

Under these conditions one cannot be surprised that the leave-taking at the railway stations is always depressing, tears being shed abundantly and the attitude of the young soldiers showing so much of despondency. It is felt that these lads go even further east than the emigrants to Eastern Siberia, of whom never any more is heard after their departure. Though the officers tell the relatives that by the Tsar's Lieutenant in the Kwantung territory everything is provided for receiving the soldiers, how many *monks* are there who have ever heard of the Lieutenant created by the Ukase of July 31 (O. S.) or have a conception what Kwantung may mean?

On the other hand, the philanthropic agitators find it very easy to appeal to the understanding of the masses kindly brought together by the thoughtful authorities. About Tolstoy and his benevolent plans, about organisations of labourers, about the extension of facilities of learning, everybody has in our times of social activity heard something already. Now he is told that those riots of students and factory hands are in some way connected with these ideals. The ill-treated rioters thus appear as martyrs in a laudable cause. There are cases on record when throngs of *monks* purposely served as a wall for forbidden assemblies of students, and willingly suffered under the blows of the attacking police and the knouts of the Cossacks, in order to gain time for the endangered students to save themselves by bye-streets and lanes. The masses are easily persuaded that, by this fraternisation with the students, they are not opposing the real wishes of the Tsar, who has shown his desire for improving the intellectual standard and the welfare of the masses by his glorious Institution inscribed "Emperor Nicholas II's

People's Palace," and by his public proclamations against the horrors of war.

Of all effects caused by this war up to the present, I consider this disappearance of antagonism between the students and the masses as the greatest change of the situation in Russia proper. For the upholding of the power of the bureaucracy it is about the most dangerous turn that could have come about.

LEAVITT'S TROUBADOURS.

Last evening Leavitt's Troubadours performed before a good audience. It will be remembered that Professor Zancig had undertaken to put a man into a trance and keep him in it for 24 hours, during which time he was to be exposed in the window of Messrs. Ullman & Co. Queen's Road, opposite the Post Office. Yesterday Mr. Leavitt got a notification from the police authorities that the exhibition of the hypnotised subject in the place mentioned could not be allowed, owing to the crowd of people it would cause in that part of Queen's Road. Mr. Leavitt accordingly has arranged that the sleeping man shall be placed in the corridor of the Connaught Hotel, where anyone can see him. The demonstration of his power given by the Professor last night was very striking. He picked out a man promiscuously from the audience, and, making passes over him, put him into a deep slumber, in which condition he was carried to the corridor of the Connaught Hotel, where doubtless the sight of the hypnotised man will draw large crowds to-day. This evening we understand the subject will be carried to the Theatre Royal and Professor Zancig will take him out of his trance. The exhibition should attract a large attendance to the Theatre.

HONGKONG VOLUNTEERS.

The usual monthly shoot for the No. 3 Cup will take place at Tai Hang Range on Saturday and Sunday, 16th and 17th inst. Information with regard to handicaps may be obtained on the range.

It has been arranged for the Police to use the Range on Sunday, the 17th inst., in addition to the Volunteers, and 4 targets have been arranged for.

R.H.K.Y.C.

The following is the course for Mr. Dixon's Cup to-morrow, the 17th April.—Start Police Pier at 1 p.m. Markboat off Stonecutter's South Pier (port). Markboat off Green Island (starboard). Race in Chin Wan Channel (starboard); about 12 miles.

HANDICAP.

Vernon	Scratch
Diane	1 minute
Elypeth	3 mins.
Aileen	4 mins.
Alannah	6 mins.
One-design boats	11 mins.
Iris	13 mins.
Chanticleer	14 mins.
Gloria	15 mins.
Dorcas	16 mins.
Payne	18 mins.

CHURCH SERVICES.

S. JOHN'S CATHEDRAL.
April 17th; 2nd Sunday after Easter.
Holy Communion (7.30 a.m.)
Matins (11.0 a.m.)
Responses, Tallis; Venite, Crotch; Psalms, Smith, Wallace and Rimault; Te Deum, Woodward, Smart and Turle; Benedictus, Garrett in G; Anthem, "Blessed by the God and Father," Wesley; Hymn, 153.
Holy Communion (12 noon).
Kyrie, Hummel in B flat; Offertory Hymn, 502.
Evangelist (5.45 p.m.).
Responses, Tallis; Psalms, Hayes, Woodward and Monk; Magnificat, Lawes in C; Nunc Dimittis, Battisbill in D; Hymns, 127, 500 and 135; Vesper Hymn—Ward (No. 1); Voluntary, Festal Commemoration, West, "Boracuse," Lemaire.

S. PETER'S CHURCH.
Queen's Road West.
2nd Sunday after Easter.
Matins (11 a.m.)
Venite, Macfarren; Te Deum, Russell; Benedictus, Troutbeck; Hymns, 296, 481, 165, and 443.
Holy Communion, 12.15.
Evangelist (6.30 p.m.).
Magnificat, Henley; Anne Dimittis, Crotch Hymns, 299, 445, 174, and 280.

The Church launch *Drydressing* will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 6.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6); returning afterwards. The Answering Penance is the call flag. All the sittings are free and unaccompanied. Visitors welcome. Books, &c., provided. Sunday School 10—10.45 a.m.

GOSPEL HALL.

Arsenal Street, Top Floor, off Queen's Road East.
Meetings are held as follows:—Sunday—Acts 2, 4, 11 a.m.; Gospel Address, 6 p.m.
Tuesday—Soldiers' and Sailors' Bible Class 6 p.m.
Thursday—General Bible Class, 6 p.m.
Sunday—Prayer Meeting, at 6 p.m.

SHIPPING NOTES.

WEATHER OUTSIDE.
The Douglas steamer *Haiching* from Foochow and Swatow yesterday reports fog during the latter part of the voyage. The Indo-China *Loong Sang* from Manila reports fine till within 50 miles of Hongkong, thence onward fog. The *Phra Nang* from Bangkok reports fine weather; fog outside Gap Rock.

ITEMS.
The *Loong Sang* from Manila had no cargo unless, perhaps, a few boxes of cigars. She had eight cabin passengers. The *Haiching* from Foochow had six cabin and 193 deck passengers. The s.s. *Katrin*, belonging to the Glasgow Steam Shipping Co., Ltd., has arrived from London with over 5,000 tons of cargo for China ports; 1,000 tons of it is for Hongkong. The French *Bag Thuan* from Haiphong has over 1,000 tons of sugar and 300 tons of Japan wood for Messrs. Bradley & Co. The *Phra Nang*, from Bangkok yesterday, brought 2,000 tons of rice for Messrs. Butterfield & Swire.

SUPREME COURT.

Thursday, 14th April.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

CHEUNG KAM TIN v. C. EWENS.

The hearing was completed in the cross-action by Cheong Kam Tin against C. Ewens, solicitor, for \$94,382.04, being the difference between the value of 1,800,000 square feet of land and 100,472 square feet of land at 52 cents per square foot with costs of \$908 paid to the defendant as plaintiff's solicitor.

Hon. H. E. Pollock, K.C. (instructed by Mr. G. K. Hall Brutton, solicitor), appeared for the plaintiff, and Mr. E. H. Sharp, K.C. (instructed by Mr. R. Harding, of Messrs. Ewens and Harston, solicitors, acting under power of attorney from Mr. J. Scott Harston), represented the defendant.

His Lordship in delivering judgment said he was bound to say that by Mr. Ewens's bill which was sent in November and paid in March, 1902, he thought it was perfectly clear that Mr. Ewens did not charge for the agreement as he was acting for the vendor, therefore he did not think Mr. Ewens was solicitor for the plaintiff when the agreement was made. He did not believe any intelligent man would allow such an important thing as the stipulation regarding the 75 years' lease to be left out of the assignment. In the witness-box plaintiff had shown himself to be a very acute man; he was not unacquainted with the law, and this was an important matter which he would have strictly attended to. Mr. Rungjahn had said that he would have given three lines for the land under such a lease at that time, because a boom was on in land and yet plaintiff tried to make out that he was going to get it for \$95,000. Plaintiff was so cautious in the witness-box that it had led his Lordship to believe that if there had been anything said about a 75 years' lease he would have had it put into the assignment. The assignment and the agreement, he thought, represented precisely what was intended by Mr. Ewens, and he did not believe the statement of the plaintiffs that there was an absolutely inconsistent and supplementary clause verbally arranged between them at another time. He did not believe for one moment that Mr. Ewens had said he would guarantee to get a 75 years' lease; it would have been an absurd thing for any solicitor to say. If he had said it, plaintiff would have insisted on having it put into the deed of assignment. Under the circumstances he found the plaintiffs had not proved their case, and he accordingly gave judgment for the defendant with costs. He did not think it was a case in which defendant had shown any fault or negligence. But he thought it was a case which showed that when one is dealing with property of a large value there should be a solicitor on each side.

The Court adjourned.

Friday, 15th April.

IN APPELLATE JURISDICTION.

BEFORE THEIR HONOURS SIR WM. M. GOODMAN (CHIEF JUSTICE) AND T. SERCOMBE SMITH (ACTING JUSTICE).

WARNING TO SOLICITORS.

On two occasions, in October and November last, the Appellate Court consisting of the Chief Justice (Sir William Goodman) and the Puisne Judge (Mr. Wise) had a case before them Kwok Chiu Hin against Kwok Sui Hing and others, the appeal having arisen out of a judgment of Mr. Justice Wise in relation to certain transactions of the Chinese firm known as Bismarck and Company. It was alleged that Mr. Justice Wise had, contrary to evidence, found as facts that a document sued upon had been altered after signature; that there was no condition that the document was not to be sued upon until after the accounts of the Port Arthur business had been gone into jointly by the appellant and by somebody on behalf of the respondents, and on other grounds of fact; also that his Lordship refused to allow an adjournment to allow of the bringing down of an important witness; and also on a point of law. On the latter hearing the Chief Justice postponed the further hearing and his decision until a case then pending before the Original Jurisdiction should have been disposed of, which case was connected with the same series of actions.

To-day the appeal was down for hearing. Hon. H. E. Pollock, K.C. (instructed by Mr. G. K. Hall Brutton, solicitor), appeared for the appellant, and Mr. E. H. Sharp, K.C. (instructed by Mr. E. J. Grist, of Messrs. Wilkinson and Grist, solicitors), appeared for the defendants.

Mr. Sharp in opening the case stated that the parties were formerly in partnership in the firm of Bismarck & Co., of a branch of which in Port Arthur appellant was in charge.

The Chief Justice said there was a matter he would like to clear up. The appellant if he wished to appeal must ask for leave to appeal. He could not find any motion for leave to appeal in the files; the motion was for leave to move by way of appeal.

Mr. Sharp put it that this notice of motion "by way of appeal" was irregular. There was no right of appeal except by the express conditions of Section 41 of the Summary Jurisdiction Ordinance, which required that first of all there must be a motion for leave to appeal.

The Chief Justice agreed that such motion must be actually made. The Court could not grant indulgence of this description. Mr. Pollock pointed out that with regard to the right of appeal there was a special order made by Mr. Wise.

The Chief Justice—He could not give leave to appeal.

Mr. Sharp—No; he could not override the Ordinance.

The Chief Justice added that they should have applied for leave to appeal. When the application was made it was a motion "by way of appeal."

Mr. Pollock argued that the mere verbal difference of the two phrases did not put his client out of Court.

After further argument.

The Chief Justice said that the motion paper was wrong and the appeal must be dismissed with costs. He was sorry to have such cases—there had been several of the same kind previously—disposed of in this way, but if they once began to allow appeals on erroneous motion papers they would probably be asked to continue the practice. He could not conceive why such errors could be made (because the directions were very clear) unless some clerk in the solicitor's office was careless in drafting out the paper. The motion paper on which Mr. Pollock made the motion did not comply with Section 41 of the Summary Jurisdiction Ordinance. He was of opinion that under the circumstances these appeals "by way of appeal" must be dismissed with costs.

The Acting Puisne Judge concurred.

The Chief Justice before leaving the bench said he would like to make the observation that in view of the carelessness sometimes displayed in filing these motions the client might have suffered very much from the careless way in which the motion paper was filed, and it was very hard that the client should have to pay the costs owing to a technical mistake for which those who were advising him were responsible. If there was not more attention paid to the form in which these papers were filed, his learned brother and himself were of opinion that they would have to make the solicitors pay the costs out of their own pockets. In a case like this there could not have been any care shown in filing the paper. It was not complicated, and it only required a little care. However, in this case they would say nothing more about the matter, but it need not be surprising if at some future date they should have to do with it.

The Court adjourned.

POLICE COURT.

Friday, 15th April.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

ALLEGED SELLING GIRLS.

Wong Tsam, a Chinaman, was charged with selling women into prostitution, and detaining a woman in a brothel against her will. She was arrested by Inspector Sybil Hudson at 2.15 p.m. on Thursday. On an application being made by Mr. Almada e Castro, solicitor, who appeared for defence, the case was remanded. Wong Tsam being let out on bail in the sum of \$1,000.

DRUNK.
A sailor charged with being drunk, in pleading his innocence, demonstrated that he was still under the influence of liquor. The Magistrate sent him to cell for 24 hours in order that he might sober up.

A CORRECTION.

By inadvertence it was stated in our yesterday's issue that a shroff in the employ of the Mutual Stores had been convicted of embezzlement. The shroff in question was in the employ of the firm of Cheong Koo & Co., gasfitters, &c. He had collected a sum of money from the Mutual Stores and had not accounted for it to his employers.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

ALLEGED FRAUD.

Chau Ng Cheung (a Chinaman) and Chan Hon Shiu (a woman) were charged with fraudulently obtaining certain property at Mat and Ho-man-tin in the Dependency of Kowloon and Colony of Hongkong. Secondly, that they demanded delivery to them of a Crown lease of certain property situated at Mate by virtue of a forged document, to wit, a written application made to the Squatters' Board, knowing the same to be forged. Thirdly, that they with intent to defraud and injure one Chan So by false pretences, attempted to induce His Excellency, the Officer Administering the Government of Hongkong, to execute a Crown lease to them of certain property at Mat.

Fourthly, as bailiffs of certain receipts for Crown rent and other documents of title to certain land at Mat, on or about the 24th of May, 1898, they feloniously did steal, take and carry away documents.

Mr. P. W. Goldring, solicitor, of Mr. J. Hastings', office, appeared for the prosecution, and Mr. Paget Hett, solicitor, for the defence.

Mr. Paget Hett objected to the charge on the ground that two people, a man and woman, could not both personate one man; and no dates were given in the first three charges.

Mr. Goldring quoted authority showing that he was entitled to charge the defendants as he had done, saying that he particularly desired to do so as to prevent either of them from giving evidence. As for the dates, he would give dates.

His Worship decided to take the defendants separately, the man being charged first.

Evidence was led, and the case was remanded.

MARINE COURT.

Friday, 15th April.

BEFORE HON. CAPT. L. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

Arthur Counsell, P.C., charged two Chinese boatmen. He stated that at 11 a.m. on the 14th inst. he saw the defendants two boats full of one of the Indo-China buoys, the men having been previously warned. He arrested them and took them to the station.

His Worship fined the men \$5 each.

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(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

BRITISH ENTERPRISE AT NEWCHWANG.

In the course of an article on the "Political and Commercial Situation in Manchuria," Mr. H. Palford Bash writes as follows in the *Monthly Review* for March—

The prevailing ignorance as to the importance of our trade with Manchuria through the treaty port of Newchwang is, I believe, principally due to the fact that goods destined for Newchwang are shipped from England to Shanghai. Manchurian produce for the British market also goes to Shanghai for transshipment thence. British importers and exporters, unaware that Shanghai is in the position of a middleman for the north of China, have become possessed of the idea that their trade is confined to the Yangtze Valley sphere, and seldom, if ever, follow the statistics dealing with the re-exports from Shanghai. A few facts from one who has been resident in Newchwang for the greater part of twenty years, concerning our extreme northern treaty port may therefore not be without public interest at the present time.

In accordance with the terms of what is known as the Tientsin Treaty, Newchwang was opened to foreign commerce in 1891. It is due to the independent action of the first British Consul appointed to the port (Mr. Thomas T. Meadows), and a British naval commander, that the port holds its present advantageous site, as the Chinese authorities at Peking, with their usual cunning reliance upon our official ignorance, had designated Newchwang proper as the treaty port. Now Newchwang proper lies some forty miles from the bar, and the depth of water in the river at that spot is quite inadequate for vessels drawing more than seven feet. Upon learning the true state of affairs, these British pioneers indicated as the treaty port the excellent harbourage, sixteen miles above the bar, known as Newchwang, the correct Chinese name being Yingkow or Yimtzu. Thanks to their action Newchwang was opened, and British merchants gained the confidence of the native traders of the port and province. It is mainly owing to British enterprise, capital, and unremitting exertion that this port has attained its present position of fourth in commercial importance, as shown by revenue returns, of all the treaty ports in China.

Prior to the China-Japan war, of the foreign tonnage nearly 70 per cent was British. Since then the Japanese shipping industry has advanced rapidly, cut out to a great extent the German and Norwegian tonnage, and taken the place of the British boats running between Newchwang and Japan ports, and the figures are now, roughly, 40 per cent. British, 35 to 40 per cent. Japanese, about 12 per cent. Chinese, and, say, 8 per cent. of other nationalities, principally German and Norwegian. Very nearly all the foreign-owned property is British, American, German, and Japanese—the greater part being British. The only firms doing business there are British, American, and Japanese, and the only nationals who enjoy the confidence of the native merchants, traders, and population generally, are British, American, and Japanese. In the earlier days the Germans played a more important part than they do now.

THE TRIPLE ALLIANCE AND THE BALKANS.

A correspondent writes to us from Berlin:—There can be no doubt about the distrust with which the Italian Government views every step that Austria-Hungary may feel inclined to take in the present phase of the political development in the Balkan peninsula. Nor is the reason for these Italian susceptibilities far to seek, as Italian ambitions regarding Albania are well known. But I cannot believe in the assertion of an Italian paper that Italy had applied to England with a view to agreeing about some common course of action for bringing about a change in the affairs of the Near East. The truth is that Italy is trying to arrange these matters as a common concern of the Triple Alliance; her object being that Germany, Austria-Hungary, and Italy should proceed only after a previously concerted plan in Balkan politics—in other words, a virtual extension to Eastern Europe of the objects of the Triple Alliance. It is, however, obvious that Germany is not in a position to accept proposals of this kind; in the absence of direct political interests in the Balkan peninsula, she wishes to escape every possible entanglement in the disturbances of that stormy quarter. The only part she would readily accept would be that of an impartial go-between who, for the sake of friendship, tries to find a fair arrangement in which Austria-Hungary and Italy would both acquiesce. Whether, in case the Turkish inheritance were distributed among the claimants, the Austrian and Italian spheres of interest could be fixed without a sharp contest, is another question. At present, some hope may be entertained that this question is not pressing because quite recently the Bulgarian Government has seemed to pursue a more peaceable policy, in order not to lose such a mighty protector as the Tsar of Russia by bringing the Balkan problem to an issue at a time that would suit him so badly as the forthcoming spring and summer. As long as Bulgaria is still, Austria is not likely to start any further action of her own, so that Italy can well afford to postpone her anxiety about the definite solution of the Albanian question.



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Cuticura Ointment is beyond question the most successful curative for torturing, distiguring humours of the skin and scalp, including loss of hair, ever compounded, in proof of which a single anointing preceded by a hot bath with Cuticura Soap, and followed in the severer cases, by a dose of Cuticura, is sufficient to afford relief in the most distressing forms of itching, burning and scaly humours, permit rest and sleep, and point to a speedy cure when all other remedies fail. It is especially so in the treatment of infants and children, clearing, soothing and healing the most distressing of infantile humours, and preserving, purifying and beautifying the skin, scalp and hair. Cuticura Ointment possesses, at the same time, the charm of satisfying the simple wants of the toilet, in caring for the skin, scalp, hair, hands and feet, from infancy to age, far more effectively, agreeably and economically than the most expensive of toilet emollients. Its "Instant relief for skin-tortured babies," or "Sanative, antiseptic cleanser," or "One-night treatment of the hands or feet," or "Single treatment of the hair," or "Use after athletics," cycling, golf, tennis, riding, sparring, or any sport, each in connection with the use of Cuticura Soap, is sufficient evidence of this.

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[41-6]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

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(First Floor Watkin's Building).

Hongkong, 18th February, 1904.

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NEW ADVERTISEMENTS

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Hongkong, 16th April, 1904. [1027]

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62, Queen's Road,
Hongkong, 16th April, 1904. [1028]

IN THE MATTER OF ORDINANCE No. 2 of 1892, and

IN THE MATTER OF THE Petition of TOM SUTCLIFFE, Engineer, of 18, Allerton Road, Stoke Newington, London, England, an Inventor, for Letters Patent for the exclusive use within the Colony of Hongkong of an Invention for a "Machine for Assembling Liquids and Bottling same."

NOTICE IS HEREBY GIVEN that the Petition, Declaration and Specification required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong and that it is the intention of the said TOM SUTCLIFFE by MATTHEW JOHN DENMAN STEPHENS his Solicitor and Agent to apply for Letters Patent for the exclusive use within the Colony of Hongkong of the said Invention, at a sitting of the Executive Council to be held at the Council Chamber at the Government Offices, Victoria, Hongkong, on WEDNESDAY, the 27th day of APRIL, 1904.

Dated the 14th day of April, 1904.

MATTHEW J. D. STEPHENS,
Solicitor for the Applicant.

IN THE MATTER OF ORDINANCE No. 2 of 1892, and

IN THE MATTER OF THE Petition of EDWARD HOLLINGWORTH, Loom Maker of Dobross Loom Works, Dobross, in the County of York, England, an Inventor, for Letters Patent for the exclusive use within the Colony of Hongkong of an Invention for "Improvements in weaving or forming salvage edges on straw or like matting and in means employed therein."

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WM. FARLANE, Manager.
Hongkong, 18th November, 1901. [37]

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DEACON, LOOKER & DEACON,
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Hongkong, 9th April, 1904. [974]

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A STUNNING SENSATION.

The HYPNOTIZED SUBJECT now ASLEEP for 24 HOURS in the CORRIDOR of the CONNAUGHT HOTEL, QUEEN'S ROAD, will be AWAKENED TO-NIGHT by PROF. ZANCIG in the THEATRE in FULL VIEW of the AUDIENCE.

DON'T FAIL TO SEE this WONDERFUL MIRACLE in conjunction with Mr. M. B. LEAVITT'S

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THE GREAT DOUBLE SHOW TO-NIGHT.

SPECIAL GRAND MATINEE.

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TO-NIGHT POSITIVELY THE LAST PERFORMANCE.

Hongkong, 16th April, 1904. [1950]

HONGKONG GYMKHANA CLUB.

PROGRAMME

OF THE FIRST MEETING

TO BE HELD AT THE HAPPY VALLEY, ON SATURDAY, 23rd APRIL, 1904.

4 p.m. 1. THE GRANTHAM CUP.—Presented by Hart Buck, Esq. For all subscription griffins of any season that have never won an official race. Weight for inches as per scale. Unplaced runners allowed 5 lbs. Jockeys that have won an official race in Hongkong or China 2 lbs. extra; non-winning jockeys allowed 5 lbs. Entrance \$5. 5 Furlongs.

4.20 p.m. 2. THE EAST POINT CUP.—Presented by the Hon. C. W. Dickinson. For all China Ponies weight for inches as per scale. Winners of an open race or open griffin race 5 lbs. extra; non-winning subscription griffins allowed 5 lbs. Jockeys' penalties and allowances as per Race No. 1. Entrance \$5. From the two mile post once round and in.

4.40 p.m. 3. THE "IGRIBAN" CUP.—Presented by G. C. Master, Esq. Hurdle race for all China Ponies. Weight 11 stone. Jockeys' penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning jockeys. Entrance \$5. From the grand stand, twice round and in.

5 p.m. 4. POLO PONY SCURRY.—For a Cup presented by the Club—Open to all bona fide polo players passed as such by the Committee of the Club. Catch weights not less than 11 stone. Best of three heats, to be run without dismounting, each rider to the distance of 100 yds. Entrance \$5. 5.25 p.m. 5. THE GYMKHANA CLUB CHALLENGER CUP.—Value \$5, (not less than \$200). For all China Ponies. Weight for inches as per scale. Penalties and allowances as per Race No. 2. Jockeys' penalties and allowances as per Race No. 1. To be won by the pony scoring most marks in the races for the Cup by the end of the Club's season, counting 4 for a first, 2 for a second and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup; penalties accumulative up to 15 lbs. Five to start or no race. Entrance \$5 to go in the purchase of a memento to the winner of each race. One mile.

5.45 p.m. 6. THE "PRIMROSE" CUP.—Presented by H. J. Lewis, Esq. For all China Ponies that have won no flat race of any description since the 1st January 1904. Weight for inches as per scale. To be ridden by jockeys that have not won an official race in Hongkong or China. Entrance \$5. Half mile.

Entries (which must state the name, owner, colours, height and colour of ponies entered, and be accompanied by the necessary fees) close to the Honorary Secretary at the Hongkong Club at 6 p.m. on Wednesday the 13th April, 1904.

The Committee reserve the right to declare off any race for which there are not at least five entries and three starters.

Attention is drawn to the rules of the Club providing that (a) No person shall be a member of the Club unless he is a member of the Hongkong Jockey Club; (b) All members of the Hongkong Jockey Club shall be eligible for election without ballot; and (c) No person unless he is a member of this Club shall be eligible to ride or run any pony at any Gymkhana meeting. Notice of intended membership should be sent to the undersigned.

F. B. DEACON,
Honorary Secretary and Treasurer.
Hongkong, 4th April 1904. 336

YOU DON'T MISS THE \$5,

and after a little time the Machine is your Own.

At any rate, a visit to our Show Rooms will convince you of the value of the investment.

SINGER SEWING MACHINE DEPOT,
3A, Wyndham Street.
Hongkong, 15th April, 1904. [1016]

NOW ON SALE.

A BOOK FOR THE GLOBETROTTER.

"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

By CAPTAIN C. V. LLOYD (s.s. "HANKOW" With Illustrations, Maps and Plans.

Price \$1.90

On Sale at—
Hongkong: "DAILY PRESS" Office,
Messrs. KELLY & WALSH.

Canton: Messrs. W. BREWER & CO.,
Messrs. A. S. WATSON & CO.
Hongkong, 4th October, 1903. [28]

PUBLIC COMPANIES

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the OFFICE of the Company on TUESDAY, the 26th day of APRIL, at Noon, for the purpose of confirming the following Special Resolutions which were passed at the Extraordinary General Meeting of Shareholders on the 9th instant.

SPECIAL RESOLUTIONS.

(a) In Article 81 the words "Five Hundred Dollars" shall be substituted for the words "One Hundred and Fifty Dollars."

(b) In Article 102 the words "An Auditor" shall be substituted for the words "Two Auditors."

(c) In Article 108 the word "Auditor" shall be substituted for the word "Auditors."

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

General Agents for
THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.
Hongkong, 8th April, 1904. [981]

THE TIENSIN GAS AND ELECTRIC LIGHT COMPANY, LIMITED.

INCORPORATED under The Companies' Ordinances of Hongkong, whereby the liability of Members is limited to the amount of their shares.

CAPITAL: TABLE 250,000.

Divided into 2,500 shares of Tls. 100 each of which 600 shares have already been allotted to shareholders in 1903. Tientsin Gas Co., Ltd. Present Issue 1,500 shares of Tls. 100 each of which 350 shares have already been subscribed for by Shareholders in The Tientsin Gas Co., Ltd. The balance of 1,150 shares is now offered to the public.

TERMS:
10 Tals payable on application.
30 " " 1st August, 1904.
30 " " 1st November, 1904.
30 " " 1st February, 1905.

DIRECTORS:
C. POULSEN, Esq. (Chairman), of Electric Engineering and Fitting Co.
H. OSWALD, Esq., of Messrs. Oswald and Lopp.

W. E. SOUTHCOTT, Esq., of Messrs. William Forbes & Co.
W. T. L. WANG, Esq., of Taku Tug & Lighter Company, Limited.

WU JIM PAH, Esq., Comptroller, Hongkong and Shanghai Banking Corporation.

Prospectuses and Forms of Application for shares may be obtained on application to the Hongkong and Shanghai Banking Corporation at their Branches in Tientsin, Peking, Shanghai and Hongkong, and also from Messrs. Doxey & Co., 99, Consular Road, Tientsin.

Share Lists close at 4 p.m. on Saturday, 30th April, 1904.
Hongkong, 1st April, 1904. [923]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 997 dated 25th August, 1884, of the Five Shares No. 14181/14185 in this Company, standing in the name of Mr. MOK SE YONG, of Hongkong, has been LOST, and if the expiration of One Month from the date hereof the above document be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.

Dated 4th April, 1904.

C. PEMBERTON,
Acting Secretary.
Hongkong, 4th April, 1904. [934]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS of Twenty per cent. upon contributions for the year 1903 has been declared.

Warrants will be issued on the 4th May.

By Order of the Board,
C. MONTAGUE EDE,
Acting Secretary.
Hongkong, 15th April,

Road Central.

SHIPPING.

ARRIVALS.
 April 14, Kaitang, British str., 2,306, W. G. McLaughlin, London and Singapore 8th April, General.—NIPPON YUSEN KAISHA.
 April 15, Hatching, British str., 1,267, A. E. Hodgins, Foo how 12th April, Amoy 13th and Swatow 14th, General.—DOUGLAS LARPAIK & CO.
 April 15, LOONSEANG, British str., 1,492, G. S. Weigall, Manila 12th April, General.—JABINE, MATHESON & CO.
 April 15, OCEAN, British battleship, from Mrs Bay.
 April 15, PHUKANG, German str., 1,021, F. v. Mangoldt, Bangkok 6th April, Rie,—BUGGERFIELD & SWIRE.
 April 15, TAMISE, French str., 1,366, Rodin, Haiphong 13th April, Ballast.—MESSAGERIES MARITIMES.
 April 15, TUKANG, British str., from Canton.

CLEARANCES.
 AT THE HONGKONG MASTER'S OFFICE.
 15th April.
 Hatching, French str., for Pakhoi.
 Hong Bee, British str., for Amoy.
 Ruby, British str., for Manila.
 Woosang, British str., for Shanghai.

DEPARTURES.
 15th April.
 ANHUT, British str., for Shanghai.
 BJORN, Norwegian str., for Kobe.
 CHOYANG, British str., for Shanghai.
 HONGKONG, French str., for Hainan.
 JACOB DIECKMANN, Ger. str., for Hainan.
 LOONSEANG, British str., for London.
 STRUS, British str., for Mits Bay.
 SUSUKIAN, British str., for Manila.
 TERSCHUS, British str., for Saigon.
 THALES, British str., for Swatow.
 YUNNAN, British str., for Canton.

VESSELS IN DOCK.
 15th April.
 ABERDEEN DOCK.—Tamsui.
 Kowloon Dock.—H. I. G. M. S. Mowee.
 Lin Tan, Empress of India, Athenian, Adamant, Talsang, Tamsui.
 COSMOPOLITAN DOCK.—Nashan.

VESSELS ON THE BERTH FOR ILOILO.

THE Steamship
 "PRONTO."
 Captain Grandt, will be despatched for the above port TO-MORROW, the 17th inst., at DAYLIGHT.
 For Freight, apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 11th April, 1904. [96]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship
 "HATCHING."
 Captain Hodgins will be despatched for the above ports TO-MORROW, the 17th inst., at DAYLIGHT.
 For Freight or Passage, apply to
 DOUGLAS LARPAIK & CO.,
 General Managers.
 Hongkong, 15th April, 1904. [102]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 FOR SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship
 "POLYNESIE."
 Captain Le Coispeiller, will be despatched for the above ports on or about MONDAY, the 18th inst.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 12th April, 1904. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 NOTICE.
 STEAM FOR
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.
 PORTS OF BRAZIL AND RIVER PLATE.
 ON TUESDAY, the 19th April, 1904, at 1 p.m., the Company's Steamship "SALAZIE," Captain Nègre, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.
 Cargo and Specie will be registered for London as well as for Marcellles, and accepted in transit through Marcellles for the principal places of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 18th April. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 8th April, 1904. [2]

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship
 "GREGORY APCAR."
 Captain J. G. Oliff, will be despatched for the above ports on TUESDAY, the 19th inst., at 3 p.m.
 For Freight or Passage, apply to
 DAVID SASSOON & CO., LD.,
 Agents.
 Hongkong, 14th April, 1904. [96]

NATAL LINE OF STEAMERS.
 THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIAN CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.
 For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897. [8]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	23rd inst., at Noon.
LONDON & ANTWERP	TELEMACHUS	Brit. str.	J. D. Andrews	BUTTERFIELD & SWIRE	23rd inst.
LONDON & ANTWERP, via SINGAPORE, &c.	ALANWAN	Brit. str.	J. D. Andrews	P. & O. S. N. Co.	About 27th inst.
LONDON & ANTWERP (via SUEZ CANAL)	PELALDAN	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 7th May.
MARSEILLES, &c. via PORTS OF CALL	ANTENOR	Brit. str.	Negro	BUTTERFIELD & SWIRE	10th May.
BREMEN, via PORTS OF CALL	SALAZIE	Ger. str.	R. Heintze	MESSAGERIES MARITIMES	19th inst., at 1 p.m.
HAVRE & HAMBURG	P. HEINRICH	Ger. str.	Gronmeyer	MELCHERS & CO.	27th inst., at Noon.
HAVRE & HAMBURG	ARTEMISIA	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	8th May.
HAVRE & HAMBURG	MARBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	17th May.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	Forck	HAMBURG-AMERIKA LINIE	31st May.
TRIESTE, &c. via SINGAPORE, &c.	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	14th June.
GENOA, MARSEILLES & LIVERPOOL	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	20th inst., P.M.
NEW YORK, via PORTS & SUEZ CANAL	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	About early May.
VANCOUVER, via SHANGHAI, &c.	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	20th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	27th inst.
VICTORIA (B.C.) & SEATTLE via N. PAC.	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	4th May.
AUSTRALIAN PORTS	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	19th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	23rd inst.
SHANGHAI	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	11th May, Noon.
SHANGHAI, KOBE & YOKOHAMA	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	About 19th inst.
SHANGHAI, YOKOHAMA & KOBE	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	19th inst., at 4 p.m.
SHANGHAI	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	To-day.
FOOCHOW, via SWATOW & AMOY	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	About 18th inst.
TAMSUI, via SWATOW & AMOY	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	20th inst., P.M.
TAMSUI, via SWATOW & AMOY	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	About 24th inst.
ANPING, via SWATOW & AMOY	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	27th inst., 10 A.M.
SWATOW, via SWATOW & AMOY	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	To-morrow, 8 A.M.
SWATOW, via SWATOW & AMOY	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	24th inst., 10 A.M.
SWATOW, via SWATOW & AMOY	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	20th inst., 10 A.M.
SWATOW, via SWATOW & AMOY	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	To-morrow, D'light.
MANILA DIRECT	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	19th inst.
MANILA DIRECT	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	19th inst., 10 A.M.
MANILA DIRECT	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	To-day, at 10 A.M.
MANILA DIRECT	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	23rd inst., 10 A.M.
MANILA DIRECT	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	About 30th inst.
MANILA DIRECT	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	To-morrow, D'light.
MANILA DIRECT	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	19th inst., at 3 p.m.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
 THE Company's Steamship
 "TRIESTE."
 Captain Meozzi, will be despatched as above on WEDNESDAY, the 20th April, P.M.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & CO.,
 Agents.
 Hongkong, 29th March, 1904. [3]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
 PROPOSED SAILINGS FROM HONGKONG, 1904.
 "SHIMOSA" ... early May.
 For Freight and further information, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 5th April, 1904. [877]

HONGKONG-MACAO LINE.
 S.S. "WING CHAI."
 Captain Samuel Bell Smith.
 DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.
 Fares—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
 2nd Class \$1. 3rd Class 50 cents.
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
 Wharf at the Western end of Wing Lok Street.
 The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.
 MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1903.
 HONGKONG-CANTON LINE.

THE British steamship
 "YING KING."
 Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m. and returning from Canton every following evening at 5 p.m.
 1st Class ... \$3.00 for Single journey
 Meals ... 1.50 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO. LD.,
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904. [577]

MESSAGERIES CANTONNAISES.
 J. TREVOUX & CO.
 HONGKONG-CANTON NIGHTLY SERVICE.
 THE Comedious Steamer
 "PAUL BEAU."
 Captain Frangoul, leaves Hongkong for Canton at 9 p.m., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5.5 p.m., taking passengers and cargo as usual.
 The S.S. "CHARLES HARDOUN."
 Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.
 These two magnificent and up-to-date steamers are lighted with Electricity.
 The Saloon is under European Supervision.
 First Class European ... \$5.00
 Second Class European ... \$3.00
 First Class Chinese ... \$1.50
 Second Class Chinese ... 80
 Deck ... 30
 The Company's Wharf is at the end of Queen Street, Praya West.
 For further particulars, apply to
 The J. LANDOLT, Agent.
 The Pharmacy, Queen's Road Central.
 Hongkong, 23rd March, 1904. [420]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
 "ARABIA" ... 4,423 Tons ... Captain ... To sail on ...
 "AFAGONIA" ... 5,198 Tons ... Captain ... To sail on ...
 "NUMANTIA" ... 4,370 Tons ... Captain ... To sail on ...
 Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For freight rates and further information, communicate with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 29th March, 1904. [14]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.
 THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
 SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April.
 R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th April.
 R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May.
 R.M.S. "TAKTAR" ... 4,425 Tons ... SATURDAY, 31st May.
 R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st June.
 Hongkong to London, 1st Class ... via St. Lawrence 200 ... via New York \$62.
 Intermediate on Steamers, ... \$40. ... \$42.
 and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 2, Pedder Street.
 6.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 FOR
 YOKOHAMA, via SHANGHAI, HAI, MOJI and KOBE. ... About 19th April ... Freight and Passage.
 LONDON, &c. ... { BENGAL ... Noon, 23rd April ... See Special Advertisement.
 SHANGHAI ... { CHUSAN ... About 24th April ... Freight and Passage.
 LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ... { PALAWAN ... About 27th April ... Freight and Passage.
 For further Particulars, apply to
 E. A. BEWETT, Superintendent.
 Hongkong, 15th April, 1904. [1]

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.
 CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
 STEAMSHIP TONS CAPTAIN FOR SAILING DATE.
 RUBI 2540 R. W. Almond Manila direct Sat. 16th April 10 A.M.
 ZAFIRO 2540 R. Redger Manila direct Sat. 23rd April 10 A.M.
 PERLA 1880 A. H. Nottley ...

For Freight or Passage apply to
 SHEWAN, TOMES & CO., GENERAL MANAGERS.
 Hongkong, 11th April, 1904. [16]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COOPHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 25th April. Freight.
ARTEMISIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 8th May. Freight.
MAKBURG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 17th May. Freight.
STRASSBURG	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 31st May. Freight & Passengers.
SEGOVIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 14th June. Freight.

Capt. Stern.
 Capt. Madsen.
 Capt. Forck.
 For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH ...	WEDNESDAY ... 27th April
BAYERN ...	WEDNESDAY ... 25th May
OLDENBURG ...	WEDNESDAY ... 8th June
SACHSEN ...	WEDNESDAY ... 22nd June
ZITEN ...	WEDNESDAY ... 6th July
SEYDLITZ ...	WEDNESDAY ... 20th July
ROON ...	WEDNESDAY ... 3rd August
PREUSSEN ...	WEDNESDAY ... 17th August
PRINZ REGENT LUITPOLD ...	WEDNESDAY ... 31st August
PRINZ HEINRICH ...	WEDNESDAY ... 14th September
GNEISENAU ...	WEDNESDAY ... 28th September
BAYERN ...	WEDNESDAY ... 12th October
SACHSEN ...	WEDNESDAY ... 26th October
ZITEN ...	WEDNESDAY ... 9th November
PRINZESS ALICE ...	WEDNESDAY ... 23rd November
PRINZ REGENT LUITPOLD ...	WEDNESDAY ... 7th December
PREUSSEN ...	WEDNESDAY ... 21st December
PRINZ EITEL FRIEDRICH ...	WEDNESDAY ... 4th January 1905
PRINZ HEINRICH ...	WEDNESDAY ...

ON WEDNESDAY, the 27th day of APRIL, 1904, at Noon, the Steamship "PRINZ HEINRICH," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till Noon on MONDAY, the 25th April. Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 26th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 26th April.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardsess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 14th April, 1904. [5]

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC CO. BOSTON S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.
 PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA
 VIA
 SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA ...	4,417	G. V. Williams	Wednesday, May 4th.
SHAWMUT ...	9,606	W. M. Smith	Saturday, May 21st.

* Not carrying second class passengers. † Cargo only.

FOR MANILA.
 The largest, steadiest, and most comfortable steamers for Manila.
 S.S. SHAWMUT ... 9,606 tons ... W. M. Smith ... About 30th April.
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 QUEEN'S BUILDINGS,
 Hongkong, 20th March, 1904. [7]

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS.	LEAVING
TAMSUI, via SWATOW and AMOY	"M. STRUYE"	SUNDAY, 17th April, at 8 A.M.
ANPING, via SWATOW and AMOY	"T. BRANT"	WEDNESDAY, 20th April, at 10 A.M.
TAMSUI, via SWATOW and AMOY	"H. KRAFT"	SUNDAY, 24th April, at 10 A.M.
FOOCHOW, via SWATOW and AMOY	"FRITHJOF"	WEDNESDAY, 27th April, at 10 A.M.
	"TRIUMPH"	April, at 10 A.M.
	A. HANSEN	

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
 Hongkong, 16th April, 1904.
 T. ARIMA, Manager [15]

POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

The *Polynesia*, with the French mail of 18th ult., left Saigon on Friday, the 13th inst., at 7 p.m., and may be expected here on or about Monday, the 18th inst. This packet brings replies to letters despatched from Hongkong on 13th February.

The *Stavia*, with the American mail, left Yokohama on Monday, the 11th inst., and may be expected here on or about the 18th inst.

MAILS WILL CLOSE

FOR	PER	DATE.
Canton	Fatshan	Saturday, 16th, 7.30 A.M.
Pakhoi	Hoiho	Saturday, 16th, 9.00 A.M.
Manila	Raili	Saturday, 16th, 9.00 A.M.
Shanghai	Wooning	Saturday, 16th, 10.00 A.M.
Bangkok	Cragoswald	Saturday, 16th, 10.00 A.M.
Kobe	Evandale	Saturday, 16th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Macao	Hongshan	Saturday, 16th, 1.15 P.M.
Hoiho and Hainan	Carl Diederichsen	Saturday, 16th, 5.00 P.M.
Swatow, Amoy and Foochow	Haiching	Saturday, 16th, 5.00 P.M.
Namtao	Tachin	Saturday, 16th, 5.00 P.M.
Sanbu	Hoi Fu	Saturday, 16th, 5.00 P.M.
Macao	Wangchui	Saturday, 16th, 5.00 P.M.
Swatow, Amoy and Tamsui	M. Struve	Saturday, 16th, 5.00 P.M.
Canton	Fatshan	Sunday, 17th, 9.00 A.M.
Namtao	Tachin	Sunday, 17th, 9.00 A.M.
Sanbu	Hoi Fu	Sunday, 17th, 9.00 A.M.
Macao	Wangchui	Sunday, 17th, 9.00 A.M.
Canton	Hankow	Monday, 18th, 7.30 A.M.
Macao	Hongshan	Monday, 18th, 12.15 P.M.
Manila	Leongshan	Monday, 18th, 3.00 P.M.
Swatow, Tsingtau and Tientsin	Kanai	Monday, 18th, 3.00 P.M.
Canton	Powen	Monday, 18th, 5.00 P.M.
Canton	Honam	Tuesday, 19th, 7.30 A.M.
Swatow, Amoy and Tamsui	Hailong	Tuesday, 19th, 9.00 A.M.

EUROPE, &c., India via Tutuorin

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)

Singapore, Penang and Calcutta	Gregory Apear	Tuesday, 19th, 2.00 P.M.
Kobe	Tinai	Tuesday, 19th, 3.00 P.M.
Canton	Fatshan	Tuesday, 19th, 5.00 P.M.
Hoiho	Pronto	Tuesday, 19th, 5.00 P.M.
Canton	Hankow	Wednesday, 20th, 7.30 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Shanghai, Yokohama and Kobe	M. Baquhem	Wednesday, 20th, 5.00 P.M.
Canton	Powen	Wednesday, 20th, 5.00 P.M.
Canton	Fatshan	Thursday, 21st, 7.30 A.M.
Canton	Hankow	Thursday, 21st, 5.00 P.M.
Canton	Powen	Friday, 22nd, 7.30 A.M.
Canton	Hankow	Friday, 22nd, 5.00 P.M.
Manila	Honam	Saturday, 23rd, 7.30 A.M.
Manila	Zajiro	Saturday, 23rd, 9.00 A.M.

EUROPE &c., India via Tutuorin

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)

Canton	Fatshan	Sunday, 24th, 9.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Athenien	Wednesday, 24th, 10.45 A.M.
EUROPE, &c., India via Tutuorin	Printed Matter and Samples	Wednesday, 24th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Registration, with late fee of 10 cents, up to 10.45 A.M.	
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)	Letters	Wednesday, 24th, 11.00 A.M.

TO-DAY.

Sale, Household Furniture, Sales Rooms, Messrs. Hargreaves & Hargreaves, 2.30 p.m.

Sale, Clothing, &c., Sales Rooms, Mr. V. I. Bannister, 2.30 p.m.

Leavitt's Troubadours, City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	15th April.
Telegraphic Transfer	187
Bank Bills, on demand	187 1/2
Bank Bills, at 30 days' sight	187 1/2
Bank Bills, at 4 months' sight	187 1/2
Credit, at 4 months' sight	187 1/2
Documentary Bills, at 4 months' sight	187 1/2
ON PARIS.	
Bank Bills, on demand	218 1/2
Credit, at 4 months' sight	218 1/2
ON GERMANY.	
Bank Bills, on demand	178 1/2
Credit, at 4 months' sight	178 1/2
ON NEW YORK.	
Bank Bills, on demand	42 1/2
Credit, at 60 days' sight	42 1/2
ON HAMBURG.	
Telegraphic Transfer	129 1/2
Bank, on demand	129 1/2
ON CALCUTTA.	
Telegraphic Transfer	129 1/2
Bank, on demand	129 1/2
ON SHANGHAI.	
Bank, at sight	72 1/2
Private, at 30 days' sight	72 1/2
ON YOKOHAMA.	
Bank, on demand	86
ON MANILA.	
Bank, on demand	Nominal
ON SINGAPORE.	
Bank, on demand	Nominal
ON BATAVIA.	
Bank, on demand	104 1/2
ON HAITONG.	
Bank, on demand	11 p.m.
ON SAIGON.	
Bank, on demand	11 p.m.
ON BANGKOK.	
Bank, on demand	63
SOVEREIGNS, Bank's Buying Rate	\$11.35
GOLD LEAF, 100 fine, per tael	\$39.40
SILVER, per tael	24 1/2

OPIUM.

Quotations are—	Allow 10c net to 1 catty.
Malwa New	\$1000 to \$1040 per picul
Malwa Old	\$1060 to \$1100
Malwa Older	\$1020 to \$1060
Malwa V. Old	\$1180 to \$1220
Peppan fine quality	\$880 to
Peppan extra fine	\$900 to
Peppan No. 1	\$1045 to
Peppan No. 2	per chest
Peppan No. 3	to
Peppan No. 4	to
Peppan No. 5	to
Peppan No. 6	to
Peppan No. 7	to
Peppan No. 8	to
Peppan No. 9	to
Peppan No. 10	to

VESSELS EXPECTED.

THE INDIAN MAIL.	
The Indo-China steamer <i>Lancang</i> , from Calcutta and the Straits, left Singapore for this port on the 11th inst., at 1 p.m.	
THE FRENCH MAIL.	
The M.M. steamer <i>Epineire</i> left Saigon on the 15th inst., at 1 p.m., for this port.	
THE AMERICAN MAIL.	
The P.M. steamer <i>Siberia</i> , from San Francisco to the 23rd ult., via Honolulu, left Yokohama for this port via Inland Sea, &c., on the 11th inst., due here about the 18th inst.	
MERCHANT STEAMERS.	
The C.C. steamer <i>Clavering</i> arrived at Kobe on the 5th inst., and is due here on the 16th inst.	
The H.A.L. steamer <i>Arvenia</i> , from Hamburg, left Manila for this port on the 14th inst., p.m., and may be expected here on the 17th inst.	
The P. & O. steamer <i>Manila</i> left Singapore for this port on the 12th inst., at 6 a.m.	
The A.L. steamer <i>Margus</i> <i>Bocuyden</i> left Singapore for this port on the 12th inst.	
The A.L. steamer <i>Trieste</i> left Shanghai for this port on the 15th inst.	
The E. & A. steamer <i>Empire</i> , from Sydney, &c., left Port Darwin on the 12th inst. for this port via Timor and Manila.	
The O.S.S. & C.M. steamer <i>Pingway</i> left Victoria (B.C.) on the 24th ult. for Japan and Hongkong.	
The C.P.R. steamer <i>Tartar</i> left Vancouver for Hongkong via the usual ports of call on the 31st ult.	
The Boston Steamship Co.'s steamer <i>Shavemat</i> left Victoria for Yokohama and the usual ports on the 1st inst.	
The O.S.S. & C.M. steamer <i>Agamemnon</i> should leave Victoria (B.C.) for Japan and Hongkong on the 21st inst.	
The P. & A. steamer <i>Indrapura</i> left Portland for Hongkong via Japan ports on the 5th inst., and is expected here on the 11th prox.	

STEAMERS PASSED THE CANAL.

April 5th—*Pera*, *Theodoreville*, *Moyne*, *Ellis*, *Bayer*, *Deucalion*, *Sagami*, *Gerd*, *8th—Onia*, *Ernest Simons*, *Titanis*, *Guelia*, *Verona*, *Ulysses*, *Tom*, *Segovia*, *Algonia*, *Plantanus*, 12th—*Scotia*, *ARRIVALS AT HOME.*

April 5th—*Scyllis*, *Toidor*, *Hudson*, *Kintuck*, 8th—*Australien*, 9th—*Palermo*, 12th—*C. Ferd*, *Lactis*, *Keenan*, 13th—*Palma*.

PASSENGERS.

For *Loongang*, from Manila for Hongkong, Mr. and Mrs. Sherban, Miss Sata Kuyayabur, Messrs. J. C. Millson, Askir, Sisters E. J. Gurbino, F. Del Paso, and F. Pesalta.

For *Haiching*, from Coast Ports, Messrs. P. Janier, C. G. Mackie, E. T. C. Verner, G. C. Tucker, Edward Stevens, J. C. Nicholas, and N. T. King.

Messrs. FALCONER & CO.'S REGISTER, 15th Apr. B.rometer 9 A.M. 29.90 Therm. 9 A.M. (Wetbulb) 72 B.rometer 1 P.M. 29.85 Therm. 1 P.M. (Wetbulb) 72 B.rometer 4 P.M. 29.80 Therm. 4 P.M. (Wetbulb) 72 Therm. 9 A.M. 73 Therm. Maximum 74 Therm. 1 P.M. 73 Therm. Minimum 67 Therm. 4 P.M. 74 Therm. Minimum 67

HONGKONG TIDE TABLE.

From 16th to the 22nd April.			
Low Water.			
Day	Hour	Mean Time	Height
16	10	11	0.2
17	10	11	0.2
18	10	11	0.2
19	10	11	0.2
20	10	11	0.2
21	10	11	0.2
22	10	11	0.2

JOINT STOCK SHARES.

STOCKS.	N. OF SHARES.	ISSUE PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.				
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	\$30-div. & 10/- bonus at 1/2=\$22.99 per share for 2nd half year ended 31/12/1903
National Bank of China, Ltd.	20,016 A	\$10	\$10	\$35, buyers.
Do. Founders' Shares	14,443 B	\$10	\$10	\$35, buyers.
Do. Founders' Shares	750 fdm.	\$10	\$10	\$35, buyers.
MARINE INSURANCES.				
Union Ins. Society, Ltd.	10,000	\$250	\$25	\$32 for 1902
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$25	10p.ct. for 1902 and 30/- for 1903
North China Ins. Co., Ltd.	10,000	\$15	\$25	Final of 41-making in all £2 for 1902-1903
Yangtze Ins. Assn., Ltd.	8,000	\$100	\$50	\$12-20 p. ct. for 1901.
Canton Ins. Office, Ltd.	10,000	\$250	\$50	\$15 for 1902
FIRE INSURANCES.				
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$22 1/2 for 1902
China Fire Ins. Co., Ltd.	20,000	\$100	\$50	\$7 for 1902
SHIPPING.				
Hongkong, Canton, and Macao S. S. Co., Ltd.	80,000	\$15	\$15	\$1.50 for half year ended 31/12/1903
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	\$5 per cent. for 1902 at 1/8
China & Manila S. S. Co., Ltd.	30,000	\$50	\$50	10 p. ct. for 1900
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	6 per cent. for year ending 30/4/1903
Star Ferry Co., Limited	20,000	\$10	\$10	12 per cent. for year ended 30/4/03
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	Int. div. of 1/4 p. share (coupon No. 4) on account of 1903
Do. Preference	100,000	\$10	\$10	
REFINERIES.				
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Fin. of 7 p. ct. making in all 12 p. ct. for 1901
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897
MINING.				
Panjin Mining Co., Ltd.	60,000	\$11	\$11	None
Do. Preference	30,000	\$1	\$1	
Societe Fran. des Charbonnages du Tonkin	16,000	\$250	\$250	Fin. div. of 30 p. ct. on account of 1902
Raub Australian Gold Mining Co., Limited	200,000	\$1	\$1	12th div.
DOCKS, WHARVES, &c.				
Hongkong and Wharves Dock Co., Limited	50,000	\$50	\$50	12 p. ct. & 2 p. ct. bonus for half year 31/12/1903
Hongkong and Wharves Dock Co., Limited	30,000	\$50	\$50	10 p. ct. making in all 10 p. ct. for 1903
New Army Dock Co., Ltd.	6,000	\$50	\$50	\$2 1/2 for 1902
S.C. Farman, Boyd & Co., Ltd.	55,700	\$100	\$100	Int. 5 p. ct. on acc. for 1903
LANDS, HOTELS & BUILDINGS.				
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Fin. of 5 p. ct. making in all 12 p. ct. for 1903
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$2.60 per share for 1903
West Point B. Co., Ltd.	12,500	\$50	\$50	Fin. of 1/10 making in all 1/10 for 1903
Hongkong Hotel Co., Ltd.	12,000	\$50	\$50	10 p. ct. for half year ended 31/12/1903
Humphreys Estate & Fin. Co., Limited	100,000	\$10	\$10	90 ct. per share for 1903
Shanghai Land	52,000	\$10	\$10	Fin. of 6 p. ct. also 5 p. ct. bonus making in all 16 p. ct. for 1903
COTTON MILLS.				
Kow Cotton Spinning and W. Company, Limited	20,000	\$10	\$10	8 p. ct. for 1903
International Cotton Mfg. Company, Limited	10,000	\$10	\$10	3 p. ct. on account of 1898
Lacau-kung-mow Cotton Spinning and Weaving Company, Limited	8,000	\$100	\$100	4 p. ct. on account of '98 on 6,000 shares
Soy Chee Cotton Spin. Co., Ltd.	2,000	\$100	\$100	4 p. ct. for period ending 31/12/97
Hongkong Cotton Spin. Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Fin. of 6 p. ct. making in all 10 p. ct. for year end 31/7/03
MISCELLANEOUS.				
Green Island Cement Co., Ltd.	100,000	\$10	\$10	15 p. ct. for 1903
China-Borneo Company, Ltd.	60,000	\$12	\$12	5 p. ct. for 1903
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Interim of 50 cts. per share on account of 1903
Hongkong Electric Co., Ltd.	20,000	\$10	\$10	90 cents year 30/4/03
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	10 p. ct. div. & 1 p. ct. bonus for 1902
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$50	20 p. ct. for 1903
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 p. ct. for 1903
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Fin. of 12 p. ct. making in all 12 p. ct. for year ended 30/11/1902
Hk. High-Level Tramways Company, Limited	1,250	\$100	\$100	Final of 5 p. ct. making in all 12 p. ct. for year 30/9/03
Hk. Steam Water-boat Co., Limited	7,500	\$10	\$10	14 p. ct. year ended 31/7/03
Dai-y Fuen Company, Ltd.	10,000	\$7 1/2	\$7 1/2	30 p. ct. for 1903
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	10 p. ct. for 1903
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	None
United Asbestos Oriental Agency, Limited	9,900 fms.	\$10	\$10	\$4 00cts. (p. share for year ended 31/3/1903)
Tobacco Planting Co., Ltd.	20,000	\$5	\$5	10 p. ct. for year ending 31/12/03
China Provident Loan and Mortgage Company, Ltd.	200,000	\$10	\$10	10 p. ct. for 1903
Watkins, Limited	10,000	\$10	\$10	First year
The China Light & Power Company, Limited	35,000	\$10	\$10	Int. div. 5 p. ct. on account of year ending 30/9/04
William Powell, Limited	12,000	\$10	\$10	First Year
Shanghai & Hongkong Dyeing & Cleaning Co., Ltd.	1,200	\$50	\$50	First Year
Canton-Hongkong Ice and Cold Storage Society, Ltd.	7,000	\$10	\$10	None
Cigar & Alhambra, Limited	300	\$500	\$500	25 p. ct. for year ended 30/6/00
Co's (Philippine Co., Ltd.)	67,500	\$10	\$10	None

VERNON & SMITH, Brokers.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain R. D. Thomas.
S.S. "POWAN," 2,333 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN," 2,260 tons, Captain W. A. Valentine.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 2,860 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 5.30 p.m., and 10 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m., and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "FEUNGSHAN," 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 p.m. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table. Departures on Sundays at 12.30 p.m.

Departures from Macao to Hongkong daily at 7.30 a.m.

CANTON-MACAO LINE.

S.S. "LUNG-SHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain B. Branch.
S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leave Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other for Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.
18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LD.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

